

Memorandum

To: Chairman and Commissioners

Date: May 8, 2000

From: Robert I. Remen

**File No:
Book Item 2.1e
Action**

Ref: Project Application Approval Amendment for Sacramento Regional Transit District's Folsom Light Rail Corridor Project

Issue:

Should the Commission approve the Sacramento Regional Transit District's (RT's) amended Proposition 116 application?

Sacramento Regional Transit District (RT) is requesting six transactions as part of its amended application:

- 1) Deprogram cost savings in the amount of \$164,062 from the South Sacramento Light Rail Project – Preliminary Engineering/Final Environmental Impact Statement (PE/FEIS) Phase;
- 2) Deprogram \$56,524 from the Mather Field Light Rail Extension (RT has determined it no longer needs the remainder of the Proposition 116 funds on this project);
- 3) Delete the Folsom Light Rail Vehicle (LRV) Purchase project in the amount of \$4,300,000;
- 4) Delete the Downtown Sacramento LRV Purchase project in the amount of \$344,000;
- 5) Combine the funds from the above de-programming actions and project deletions for a total amount of \$4,864,586 and reprogram these funds to the Folsom Corridor Light Rail Project; and
- 6) Program an additional \$380,440 in available Proposition 116 funds under PUC Section 99643 to the Folsom Corridor Light Rail Project. (This is the final increment of Proposition 116 Rail Bond funds available to RT.)

The total revised Folsom Corridor Light Rail Project Application amount for Proposition 116 funds is \$5,245,026, with a project element breakdown as follows:

- \$4,014,000 – Folsom Corridor Light Rail Purchase (14 Light Rail Vehicles);
- \$1,231,026 – Construction element for the Folsom Corridor Light Rail Project.

Recommendation:

Commission staff has reviewed the amended Proposition 116 application, as well as subsequent clarifications that appear to meet all basic requirements specified in Proposition 116, as well as the Commission's policies and guidelines. Staff recommends that the Commission approve the attached resolution, which would grant approval of the Sacramento Regional Transit District's amended application to deprogram funds from the South Sacramento and Mather Field Light Rail projects, delete the Folsom and Downtown Sacramento Light Rail Vehicle purchases and use the cost savings and funds from the deleted projects in conjunction with the available funds for two project elements on the recently unified Folsom Light Rail Extension project.

Background:

Proposition 116 in PUC Section 99643 authorizes \$100,000,000 to the Sacramento Regional Transit District for rail transit purposes. This action will fully commit the funds authorized under PUC Section 99643.

In August 1995, the Commission approved PA-95-13 for the Sacramento Regional Transit District in the amount of \$1,883,000 for project development work on the South Sacramento Light Rail project. This element of the project has been completed under budget and has realized a cost savings of \$164,062.

In October 1997, the Commission approved PA-97-23 for the Folsom Corridor Light Rail Project from Butterfield Station to Mather Field Road in the amount of \$5,223,491 for right-of-way acquisition and construction of a light rail extension. Sacramento Regional Transit District has determined, after further analysis, that it has sufficient funds to complete the project and is therefore requesting that \$56,524 in Proposition 116 funds be deprogrammed from the Mather Field project and reprogrammed to the Folsom Corridor Light Rail Project. If, at project close-out, the Mather Field Project winds-up with a cost increase from the most current analysis, Sacramento Regional Transit District has stated it will use non-Proposition 116 funds to complete the project.

In March 1999, the Commission approved PA-99-07 for the South Sacramento Light Rail Extension Project, Folsom Light Rail Extension and Roseville Light Rail Extension in the amount of \$87,800,000 for the following projects; Folsom LRV Purchase (\$4,300,000); Downtown Sacramento LRV Purchase (\$344,000); and South Sacramento Extension (\$83,156,000). RT determined, after further analysis, that the most cost effective use of the \$4,644,000 in Proposition 116 funds programmed for vehicle acquisition is to include the vehicle purchases in the recently designated Folsom Corridor Light Rail Extension project and reduce the original number of vehicles purchased from 16 to 14 for a total LRV purchase cost of \$4,014,000. Also, \$1,231,026 will go toward construction activities on the Folsom Corridor project. This request does not affect the \$83,156,000 on the South Sacramento Extension approved under PA-99-07.

The overall project cost of \$160,860,000 for the Folsom Corridor Light Rail Extension Project includes preliminary engineering, environmental analysis, final design, right-of-way acquisition, construction of track, signals, and construction engineering and management. The \$160,860,000 will fund an extension of light rail from 7th/8th and K Streets to the AMTRAK Station in Downtown Sacramento (approximately .85-mile), as well as the extension from the current Mather Field terminus to the City of Folsom (approximately 10.1-miles), six (6) new stations and the purchase of fourteen (14) light rail vehicles that will serve the entire Folsom Corridor from Downtown Sacramento to the City of Folsom. The project also includes double-tracking of existing single-track sections of the Folsom Corridor (approximately 2.45-miles), construction of a maintenance facility, and implementation of express rail service from Sunrise Blvd to Downtown Sacramento. The total project cost is comprised of the following fund sources:

- \$129,247,974 in STIP funds,
- \$ 5,245,026 in Proposition 116 funds, and
- \$ 26,367,000 in local funds.

The Folsom Corridor Light Rail Extension Project has a total of \$134,493,000 or 84% (3% in Prop. 116 funds) in State funds on the project. Sacramento Regional Transit District expects initial service on the new segments to begin operation in January 2002 with full service to begin in September 2003.

CALIFORNIA TRANSPORTATION COMMISSION

Commission Project Application Approval Amendment Sacramento Regional Transit District Proposition 116 Application for the Folsom Corridor Light Rail Extension Project

Resolution PA-00-__

Amending PA-95-13, PA-97-23 and PA-99-07

- 1.1 WHEREAS, in June 1990 the voters approved Proposition 116, the Clean Air and Transportation Improvement Act, for \$1.99 billion for rail and mass transportation purposes; and
- 1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and
- 1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and
- 1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and
- 1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources; and
- 1.6 WHEREAS, the financial plans include a back-up funding plan, should the project exceed the cost approved by the Commission the increased cost shall be covered by funds other than Proposition 116; and
- 1.7 WHEREAS, the Commission has established a Hazardous Waste Identification and Clean-up Policy (#G-91-2) that requires the local agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties as well as clean-up, and that the state has been indemnified from clean-up liability of damages, both present and future; and
- 1.8 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and
- 1.9 WHEREAS, Proposition 116 (PUC Section 99643) authorizes \$100,000,000 to the Sacramento Regional Transit District for rail transit purposes; and

- 1.10 WHEREAS, in August 1995, the Commission approved PA-95-13 for the Sacramento Regional Transit District's amended Proposition 116 application for the South Sacramento Light Rail Project requesting a total of \$1,883,000 which included development of the preliminary engineering and Final Environmental Impact Statement for a 6.1-mile, 5-station segment of the project; and
- 1.11 WHEREAS, in October 1997, the Commission approved PA-97-23 for the Sacramento Regional Transit District's amended Proposition 116 application for the Folsom Corridor Light Rail Extension from Butterfield Station to Mather Field Road requesting a total of \$5,223,491 which included right-of-way acquisition and construction of a light rail extension from the Butterfield Station to Mather Field Road; and
- 1.12 WHEREAS, in March 1999, the Commission approved PA-99-07 for the Sacramento Regional Transit District's amended Proposition 116 application for the South Sacramento Light Rail Extension Project, Folsom Light Rail Extension and Roseville Light Rail Extension requesting a total of \$87,800,000 which included \$4,644,000 to purchase light rail vehicles on the Folsom Light Rail Corridor (\$4,300,000) and the Downtown Sacramento Light Rail Project (\$344,000); and
- 1.13 WHEREAS, on March 16, 2000, Sacramento Regional Transit District submitted an amended Proposition 116 application for the Folsom Corridor Light Rail Extension Project requesting the following:
- deprogram \$164,062 in cost savings from PA-95-13 reducing the PE/FEIS element to \$1,718,938;
 - deprogram \$56,524 from PA-97-23 reducing the right-of-way and construction element to \$5,166,967;
 - delete the Folsom and Downtown Sacramento light rail vehicle purchases (\$4,644,000) from PA-99-07; and
- 1.14 WHEREAS, the March 16, 2000 amended application also requested the following:
- program \$164,062 in cost savings from PA-95-13;
 - program \$56,524 from PA-97-23;
 - program \$4,644,000 from PA-99-07;
 - program \$380,440 in available Proposition 116 funds (PUC Section 99643) to the Folsom Corridor Light Rail Extension Project for the following elements:
 - \$4,014,000 purchase 14 light rail vehicles
 - \$1,231,026 construction activities; and
- 1.15 WHEREAS, Sacramento Regional Transit District has determined that the \$56,524 in Proposition 116 funds is no longer needed on the Butterfield Station to Mather Field Road project and has stated that should additional funds be needed it will use other available, non-Proposition 116, funds to complete the project; and
- 2.1 BE IT THEREFORE RESOLVED, that the Commission hereby approves the Proposition 116 amended application from the Sacramento Regional Transit District for the Folsom Corridor Light Rail Extension Project, as follows:
- deprogram \$164,062 in cost savings from the South Sacramento Light Rail Extension Project reducing the PE/FEIS element to \$1,718,938 in PA-95-13;
 - deprogram \$56,524 from the Butterfield Station to Mather Field Road reducing the right-of-way and construction element to \$5,166,967 in PA-97-23;
 - delete \$4,644,000 from PA-99-07 for the Folsom and Downtown Sacramento Light Rail Vehicle Purchases;
- for a total of \$4,864,586; and

- 2.2 BE IT THEREFORE RESOLVED, that should additional funds be needed to complete the Butterfield Station to Mather Field Road project that Sacramento Regional Transit District will use other available, non-Proposition 116, funds to complete the project; and
- 2.3 BE IT FURTHER RESOLVED, that the Commission hereby approves the March 2000 Proposition 116 amended application from the Sacramento Regional Transit District for the Folsom Corridor Light Rail Project to program a total of \$5,245,026 in Proposition 116 funds made available from the action in Section 2.1 of this Resolution and \$380,440 in available Proposition 116 funds from PUC Section 99643 for the following project elements on the Folsom Corridor Light Rail Extension Project:
- \$4,104,000 Purchase 14 Light Rail Vehicles
 - \$1,231,026 Construction activities; and
- 2.4 BE IT FURTHER RESOLVED, that a Proposition 116 project approval by the Commission reserves the State funding within the Program, and allows project development work to be undertaken by the applicant agency, which will be subject to state reimbursement pursuant to the Commission's "Guidelines for Allocating, Monitoring, and Auditing Funds for Local Assistance Projects" and subsequent fund transfer agreement.